40 Pt 1

1949-50

File No. 538/48

P. W. **DEPARTMENT**

CLASS & **BRANCH** (n)

Subject:— Pay Scales.

Steam Road Roller Drivers

Revision

BK 1950

I

E (11) Pt I

File No. 538/48

Sec. Sect. Slip 24-A

Std. Sectt. 78A e.

G R., G D., No 2408, dated 22-6-22.]

Correspondence

DOCKET SHEET (B)

Subject :—

File No. 538/48 Pt I

P W D DEPT.

E BRANCH. (11)

References :—

Date.	To whom sent.	Notes and instructions.

Question of permanency and pay of Steam Road Roller Drivers in Poona District.

Mr. S. H. Satwale

Mr. Fakir Mohd. President of Govt. Peons' Union Poona Branch.

Old Scale = Rs. 90 to all.

Rs. 60 paid till pay scale was brought with effect.

Revised Scale. 60-4-100 under G.R.No. 6919/39, dated the 11/12/1948.

There are about 16 Steam Road Roller Drivers.

All drivers have been given the pay of Rs. 60 for the p resent.

KP 26/1/49.

Mr. Fakir Mohd. has handed over to me the enclosed letter dated 26/1/49 and also a copy of his letter of 7/1/49 addressed to the Secy. to Govt. P.W.D.

Receipt of the letter dated 26/1/49, should be acknowledged and papers in the connection put up early.

KP.
26/1/49.

S. 37/42/5980

P.W.Deptt.

E.P. (II).

The letter, dated the 7-1-49 from the President, Govt. Peons and Inferior Servants Union has already been replied to in G.L.No. S. 37/42/1513-E(II), dated the 20/1/49.

2. In his letter, da ted the 26-1-49 the President states that the revised pay scale of Rs. 60-4 -100 sanctioned for the Steam Road Roller drivers is not suitable in view of the pay scale of Rs.100-5-125-6-155 sanctioned to Tra ctor d rivers in the Agricultural Deptt. He, therefore requests that the pay scale equal to Tractor drivers in the Agrl. Deptt. may be sanctioned to the Steam Road Roller drivers in the P.W.D.

3. The oldand revised pay scales for the Tractor drivers in the Agrl. Dep tt. and the Steam Road Roller drivers in this Dep tt. are as follows:-

	Old scale.	Revised scale.
	Rs.	Rs.
(i) Tractor drivers. ...	100-5/2-130	100-5-125-6-155
(ii) Steam Road Roller dricers:-	40-5/2-80	60-4-100.

4. On the recommendations of the local officers this Dep tt. h d proposed a pay scale of Rs. 60-4-100-4-120 for the Steam Road Roller drivers but the F.D.recommended a pay-scale of Rs. 60-4-100 on the ground that the same pay scale has been sanctioned for the lorry drivers. This Deptt., however, accepted the F.D's recommendation and a pay-scale

of Rs. 60-4-100 has been sanctioned to the Steam Road Roller drivers in O.S.No. 6919/36, dated the 11-12-40.

2. It is therefore, for consideration whether the President may be informed that the pay-scale sanctioned for the Steam Road Roller drivers in the O.S. refd. to above

BKN. 31/1/49. cannot be further revised.

We may call for the remarks of the S.E.s if there is any justification in the claim that the work of the Steam Road Roller drivers and their qualifications are of a superior nature to those possessed by the Tractor drivers. A copy of the Union's letter or its purpose may also be supplied to the S.E.s

Sd 8/2/49

S.S (I).

Resubmitted with a draft for approval.

538/48/49273.

P. W. Deptt.

E.B.(II).

Submitted together with Sr. No. 49011, with refce. to G.L. No. S-37/42/5980-E(II), dated the 11-12-1949, and the notes underlying it.

2. The pay-scale for Steam Road Roller Drivers has been revised from Rs. 40-5/2-80 to Rs. 60-4-100, vide G.R. No. 6919/36, dated the 11-12-1948. The S.Es. of Circles are of the opinion that the pay-scale of the Steam Road Roller Drivers should be further revised to Rs. 100-5-125-6-155 i.e. equal to tractor drivers in the Agricultural Deptt. for the following reasons:-

(1) The Steam Road Roller Drivers have to undergo a training of at least 4 to 6 years. They have to appear for II Class Boiler Attendant's Examination held by the Ch. Inspector of Boilers to the Govt. of Bombay, under the Steam Boilers Act and allowed to drive the road rollers if they pass this examination. In the case of Tractor Drivers any experienced amn in motor driving can do the job as Govt. has not imposed any examination or production of any certificate as in the case of Steam Road Roller Drivers. He is not necessarily requi red to possess a certificate of proficiency in the knowledge of the mechanism of the tractor.

(2) The Boiler Attendants Certificate helps the Steam Road Roller Drivers to get decent pay in mills and other private concerns and they are not available for employment in the P.W.D. if they are offered low pays.

(3) The Steam Road Roller Drivers should also know front and rear steering very well as otherwise rolling work is spoiled.

(4) The Steam Road Roller Drivers can easily handle a tractor as the working of a tractor is not so difficult while a tractor driver cannot work on steam road roller.

(5) For qualifying for the Boiler Attendant's Certificate the Steam Road Roller Drivers must be able to read and write in his mother tongue. Whereas an illiterate xx man can become a truck, tractor or diesel road roller driver.

(6) Steam Road Roller Driver gets employment during the resurfacing season only while tractor driver gets it all the year round.

3. All S.Es. of Circles except the S.E., S.C., and the S.E., S.C.C., therefore, recommend a pay-scale of Rs. 100-5-125-6-155 for the Steam road roller drivers including any other type of roller drivers. The S.E., S.C., recommend a pay-scale of Rs. 110-5-160 while the S.E., S.C.C., recommends Rs. 115-5-150-6-160.

4. It is for consideration whether a pay-scale of Rs . 100-5-125-6-155 i.e. equal to tractor drivers in the Agricultural Deptt. may be sanctioned for all the roller drivers in this Deptt.

5. The average cost of the pay-scale of Rs. 60-4-100 is Rs. 84 /- and of the scale now proposed is Rs. 134. The annual extra cost per head will, therefore, be Rs. 600. The employment of the roller drivers in this Dep tt. is general on the Work-charged estabt. and as such the cost is charged to works concerned.

6. S. D. may see these p apers u.o. if the above proposals are to be fur ther considered.

As in para. 4 of the U.O.
UO to S.D. (with file No. 919/36 XI)

Finance Department (B)

The P.W.D. has proposed on these papers to revise the scale of Steam Road Roller Drivers from Rs. 60-4-100 to Rs. 100-5-125-6-155. The grounds on which the proposal is being supported are summed up in para 2 of the P.W.D. note dated 1-8-1949. Briefly they are —

(i) The revised scale sanctioned for Tractor drivers is Rs. 100-5-125-6-155.

(ii) The qualifications prescribed for Steam Road Roller Drivers are higher than those prescribed for Tractor drivers.

(iii) The duties performed by Steam Road Roller Drivers are not less arducus then those performed by Tractor Drivers.

2. It may be stated that the value of a post has to be decided with reference to duties and responsibilities attached to it and for that purpose the pay scale of another post with comparable duties and responsibilities is taken as basis. In the present case while prescribing the revised scale of Rs. 60-4-100 for the post it has been held that the duties and responsibilities attached to the post are analogous to those of a lorry driver (vide para 4 of the office note dated 11-10-1948). Before therefore the proposal made by the P.W.D. is considered in this Deptt., it seems necessary to know how far the duties of Road Roller Drivers are more onerous than those of lorry drivers and whether the grant of a revised scale to the former willnot cause repercussions on the posts of lorry drivers. The P.W.D. may be requested to elucidate these points in the first instance.

3. Since the proposal to revise the pay scale of Steam

Road Roller Drivers is being supported mainly on the analogy of the scale sanctioned for Tractor Drivers it is necessary to have details of duties ~~xxxx~~ performed by both the categories of Govt. servants. It is also necessary to know the basis on which the post-1931 pay scale of Tractor Drivers was fixed. The P.W.D. may be requested to obtain this information in consultation with the A. & F.D.

U.O.N. B P.W.D., dated 9-9-1949,

with file No. 6919/36.

538/48
59307

P. W. D.

E.B. (II).

Submitted with refce. to this Deptt. U. O. R. dated the 2-8-49.

2. The F.D. wants to know how for the duties of Road Roller Drivers are more onerous than those of lorry drivers and whether the grant of a revised scale to the former will not cause rep ercussions on the posts of lorry drivers. The information may be called from the officers under this Dep tt. as per draft put up for approval.

3. After issue of the draft, these papers may be f refd. U.O. to the A. & F.D. with refce. to p ara 3 of the F.D. note dated the 6-9-49. That Deptt. may be requested to state the basis on which the post-1931 pay-scale of Tractor Drivers in that Deptt. was fixed. That Dep tt. may also, be requested to state the duties performed by the Tractor Drivers. | A

U O to A& F.D. dated 19/9/49.

A. & F.D.

The Jt. Dir. of Agri. (Eng). may be requested u.o. to furnish information regarding 'A' above.

J.A.S.

I don't think the scale of Rs. 100-5-125-6-155 for tractor drivers mentioned in the P.W.D. and F.D. notes is correct. It is the scale for "Grade Operaters". The Tractor Driver's scale is Rs. 70-5-100-.

The Scale of Rs. 70-5-100 for Tractor Drivers was fixed in 1944 when it was difficu

to get men for tractor driving. At that time though the scale for lorry driver was Rs. 30-5/2-60, the drivers were given a starting pay of Rs. 60 in the scale. The scale of Tractor Driver has .: to be fixed at a higher scale than that for a lorry driver. Beyond this it seems there is no basis for fixing the Tractor Drivers' Scale.

2. The duties of Tractor Driver are obviously to "run the tractor while ploughing the lands".

The Jt. Dir. of Agri. (Eng). may however see xx. D.O.

D.O.R. to the Jt. Dir. of Agri. (Eng.) dated the 4th Oct. 19 49.

Below U.C.R. dated 4th October 1949 from Government, Agriculture and Forests Department regarding pay scales and duties of Tractor Drivers.

Joint Director of Agriculture (Engineering).

Returned with compliments.

2/- The duties of the Tractor Drivers in the Mechanical Cultivation Engineer's Section are as under:-

(i) Exp ert handling of tractors with implements like plough, harrow, cultivator and trailing load.

(ii) Regular maintenance of tractors and tractor-drawn implements. This is of daily nature and drivers spend about 1½ hours daily on this job after completion of their daily work.

(iii) Minor repairs of tractors and implements. This includes changing of mould board shares etc., of implements and clutch arrangements of the tractor.

(iv) To help Tractor Mechanic to overhaul tractors during periodic docking.

3/- The pos t-1931 scale of the tractor drivers w ere fixed at Rs. 70/- in the scale of Rs. 70-5-100 in view of the then difficulty of obtaining experienced hands and difficult conditions under which they had to work. This was the position in 1944. The present scale of tractor drivers is also the same viz. Rs. 70-5-100. In this connection reference is kindly invited to Government letters Agriculture and Rural Development Department No. 1891/24929-F dated 27-8-1948 and 1891/42224-F dated 17-1-1949 reducing the revised scales of Rs. 100-5-125-6-155 as prescribed in Government Resolution, Finance

Department No. 6567/33-I dated 15-1-1948
to the present one.

S.A.
Govt. File
938/43.

DAH
1/11.

Joint Director of Agriculture
(Engineering),
Bombay Province, Poona.

D.O.N. to the Secretary to Government,
Agricultural Forests Department, Bombay.

No. E-JC-E/4073 of 1949

Poona 1st November 1949.

S. A. W.D.

Submitted with ref. to the J. A. S. note, dated the 3rd Oct. 1949.

2. The Jt. Dir. has now furnished the information required by the P.W.D. The papers may now be returned d.o. to that Deptt.

J.C.E. to P.W.D. dated 10th Nov. 1949.

538/48
6285

P.W.Deptt.

E. B. (II).

These papers relate to the revision of pay-scale for the Steam-Road-Roller Drivers.

The proposal originated from a letter dated the 26-1-49 from the President, Govt. Peons' & Inferior Servants' Union, in which it was stated that the pay-scale of the Steam Road Roller Driver was much lower than the Tractor Driver although the duties of latter are less onorous than that of the former. In G.L., No. S-37/42/5580-B(II), dated the 11-2-49 the local officers were asked to furnish a report in the matter & it was proposed to revise the pays of the Steam-Road-Roller-Drivers from Rs. 60-4-100 to Rs. 100-5-125-5-155; vide, para 4 of the O. N., dated the 1-8-49. The F.D. however, did not agree to the proposal made by this Deptt. & required information as to the exact duties & responsibilities of Steam-Road -Roller-Drivers as also comparative statement of duties of these drivers and those of Tractor -Drivers. The local officers have furnished the reqd. information.

2. It is clear from the local officers' reports that:-

(1) So far as the qualifications & experience are concerned, the Steam-Road-Roller-Drivers are required to have superior qualification than those of Tractor-Drivers.

(2) The duties of the Steam-Road-Roller-Drivers are of onorous nature & more so as compared with the duties of the Tractor-Drivers.

(3) The revised pay, if granted to Steam-Road-Roller-Drivers, should not cause repercussion on the Tractor-Drivers.

3. The duties of the Tractor-Drivers will be found at p.11 ante & those of Steam-Road-Roller-Drivers at pp. 45 at ane of the other pers. The revised pay scale of a Tractor-Driver is Rs. 70-5-100 while the unrevised ~~xx~~ pay-scale of a Steam-Road-Roller-Driver is ~~Rs.~~ 60-4-100. It was proposed to revise this scale to Rs. 100-5-125-6-155.

4. These papers may be refd. u.o. to the F. D. for reconsideration.

GM
6.2.50.

U.O. to F.D. dated 10/2/50.

* * * * - - -

Finance Department 'X'

Submitted with ref. to office note dt. 6-2-49.

The proposal contained in these pp. appears to have been based on an incorrect data viz. that the revised pay scale of tractor drivers is Rs.100-5-125-6-155. It appears that the scale given on p. 45 of the schedule to R.C.S. (R. of P) Rule 1948 is incorrect, and that it has since been corrected to Rs. 70-5-100 (vide Gt. & RND. Nos. 1891/24929-F dt. 27-8-48 and 1891/42224-F dt. 17-1-1949)

It appears that ~~X~~ the present scale of Rs. 60-4-100 for Steam Road Roller Drivers was based on the revised scale of Lorry drivers since their duties and responsibilities were held to be analogious (Vide para. 2 of the office note of 6-2-49). From the replies received from the D.Cs. it appears that the duties of Steam Road Roller drivers are more responsible and onerous

than those of lorry drivers. It also appears that the qualifications of the former are higher than those of the latter. A Steam Road Roller Driver has to pass the II class Boiler Attendant's Examination to qualify himself for being appointed as a S.R.R.Driver. Before that he works from 4 to 6 years as a firemen. A lorry driver has to take a driver's licence before he can be appointed as a lorry driver. Similarly a tractor driver must know driving and have some knowledge of motor machanics and tractor parts before he can work as a tractor driver.

It, therefore, appears that the work of each class of driver is peculiar in itself and cannot be compared in all respects with the other. Each has its easy side and a difficult one. However it appears that the work of the lorry driver is the easiest of the three and less onerous than that of the other two. It would, therefore, appear reasonable that the S.R.R.Driver should have a different scale from that of the lorry driver.

Comparing the work of the S.R.R.Driver with that of the Tractor Driver it appears that the two have certain features in common to them e.g. working heavy machines, working in out of the way places away from the headquarters, and attending to repairs. In other respects there may be difference in their duties and responsibilities. The scale of the tractor driver was fixed in 1947 and it has not since been revised as the original scale was pitched higher after taking into consideration recruitment difficulties. The unrevised pay-scale of the S.R.R. Driver was Rs. 40-5/2-80 and this has been revised to Rs. 60-4-100. The latter class of drivers are usually recruited on work-charged establishments.

In view of the above T.O. may agree to sanction a scale of Rs. 70-3-100 to the S.R.P. Driver, which is a scale sanctioned for tractor drivers. The scale ~~xxxxxxxxx~~ proposed by the P.W.D. is comparatively very high and may not be agreed to. The revised scale may be sanctioned with effect from the date of orders.

U.O.R. to P.W.D. dt. 17-2-50.

538/48/13893

P. W. D.

E B (II) .

The F.D. agrees that the duties performed by the Steam Road Roller Drivers and those performed by the Tractor Drivers are equally onorous. That Deptt. therefore, agrees that the payscale for the former should be brought in line with that for the latter. However, that Deptt. has pointed out that the scale against the Tractor Drivers given in the pay schedule is incorrect and that it should be Rs. 70-5-100 instead of Rs. 100-5-125-6-155 and the correction has since been directed in G.L.A. and R.D.D. Nos S 1891/24929-F, dt. 27.8-48 and 1891/42224-F, dt. 17.1.49.

2. This Dep tt. had suggested the scale of Rs. 100-5-125-6-155 as appearing in the schedule. The intention behind was certainly to state that the duties performed by both the categories are equally enorous. In view of the explanation given by the F.D., this Deptt. may agree to the scale of Rs. 70-5-100 for the Steam Road Roller Drivers.

3. If approved, necessary orders will be issued hereafter.

4. The A and F.D. may then be requested to supply copies of G.L's referred to in para. 1 above.

Scale now proposed for the S.R.R.drivers is, I think, on a low side. But it may be accepted.

U.C. to A & F.D. (with ref. to para. 4 above).

Agri. and Forests Deptt.
C. Br.

These papers may be returned u.o. to the P. W. D. with copies of C.Ls., Nos. 1891/24929-F, dated the 27th Septr. 1949 and 1891/42224-F, dated the 17th Jany. 19 49.

J.A.S. U.C.B. to the P.W.D. dated the 14th March 1950 with copies of letters.

538/48/34870.

Below letter No. G. 105/4696, dt. the 1st Marxh 1950 from the S.E., B.C., reg. Payscale for Steam-road-roller-drivers.

* * * * * * * * *

P.W.D.

EB (II).

The presumption made by the S.E. may be confirmed, as per draft put up, after u.o.r. to the F.D.

U.O. to F.D. dt. 8-5-50.

Finance Deptt (X).

Please see (i) G.L. P.W.D. No. 538/48-E(II) dt. 24th March 1950 and (ii) S.E., B.C's letter No. G-105/4696 dated 1st May 1950.

Since the duties of D.R.R. drivers and those of S.R.R. Drivers are analogous the presumption of the S.E. is correct.

U.C.R. to P.W.D. of 25.5.50.

EB II
27/5.

G. M., H. L. G. D., No. 2520/33, dated 20-12-33.]

SEPARATOR

Std. Sectt. 78A e.

G R., G D., No. 2408, dated 22-5-22.]

Correspondence

DOCKET SHEET (B)

Subject :—

File No. 538/48 Pt I

P. W **DEPT.**

E **BRANCH.** (

References :—

Date.	To whom sent.	Notes and instructions.

The Govt. Poona & Inferior Servants Union.

(Fnd 1926) Council Hall Poona.

7th January 1949.

To

The Secretary to the Goverment of Bombay,

Public Works Department (Irrigation),

BOMBAY.

Sir,

I beg to invite your attention to your letter No. G. 37-42/53494-B(II), Public Works Department, dated 25rd January 1948. It is stated in the letter that 'It is now proposed to extend the benefits of permanent pensionable service and of service on regular temporary establishment to daily labourers of various categories who are employed by this department throughout the year in Bombay, Ahmedabad, Poona, Sholapur and Dharwar cities. It is further stated that it is proposed to bring on the permanent establishment 50 percent of the basic minimum number of workers required throughout the year and to bring 25% on the temporary establishment, leaving the balance on daily wages to provide for possible fluctuations in the amount of work to be done by this department'.

I wish to bring to your notice that no such step has been taken as regards Poona P.W.D. I earnestly urge before you that you will please take necessary steps to carry out the terms of the letter above referred to as soon as possible in any case before the 31st March 1949. Your letter is attached herewith.

Please inform us the action taken by you in this connection.

Yours faithfully,

President.

Copy for information forwarded with compliments:-

To the Superintending Engineer, Central Division

Ponna.

The Executive Engineer, Poona West Division, Poona.

S.37/42
5980

Letter.

Urgent. P.W.D.,

No. S.37/42/5980-E(II). EC, 11th Feb. 1949.

To

The S.Es. of Circles.

Sub:- Pay-scale of Steam Road Roller Drivers.

In G.G.R. No. 6919/36, dated the 11-12-48, the pay-scale for the Steam Road Roller Drivers has been revised from Rs- 40-5/2-80 to Rs. 60-4-100. In the schedule of revised pay-scales the pay-scale for the Tractor Drivers in the Agricultural Deptt. has been revised from Rs. 100-5/2-130 to Rs. 100-5-125-6-155. It has been represented to Govt. that the work and qualifications of the Steam Road Roller Drivers are of a superior nature to those of Tractor Drivers. You are, therefore, requested to report the nature of the work and qualifications of Tractor Drivers and Steam Road Roller Drivers and state whether there is any justification to further revise the pay-scale for the Steam Road Roller Drivers. If so you are requested to suggest a suitable scale with full justification and the addl. extra cost involved in your recommendation.

By order, etc.

D.A Nil.

ग गव्हर्नमेंट प्रेस ऑफ सिकिरिटी प्रिंटिंग

एफ.पी.एम. गार्किक
चैयरमैन
प्रिमाटी एम. एस.
सैक्रेटरी

युनियन

स्थापना: १९२६

पुणे

पूना ऑफिस (पी.एस.यु.ओ. रोड)

जा.न. २८/४८

ता. २६-१-१९८१.

मै. सैक्रेटरी व गवर्नमेंट प्रेस-पुणे.

विषय:- नि अरो करने के लिए सुरक्षेत्र [illegible]

[illegible] गवर्नमेंट/पत्र सं. ५२/६८७७/४८ पी.एस.यु. [illegible]
४८ के संदर्भ में। [illegible] के [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible]

Letter.

No. G. 152/2835
Public Works Department,
Bombay, 17th March 1949.

to

The Secretary to Government,
Public Works Department, Bombay.

Subject:- Pay scales of Steam Road Roller Drivers.

Reference: Government Letter P.W.D. No. G. 37/49/5980-3(II) dated 11th February 1949.

2. The steam road roller drivers have to undergo a training of at least 4 to 6 years and they generally start as firemen in the first instance. They have to appear for the II Class Boiler Attendants Examination held by the Chief Inspector of Boilers to the Government of Bombay under the Steam Boilers Act and allowed to drive the road rollers if they pass this examination. The Boiler Attendants certificate helps the Steam road roller drivers to get decent pay in mills and other private concerns and they are not available for working in the P.W.D. if they are offered low pays. They should know also front and rear steering very well as otherwise rolling work is spoiled. In the case of tractor drivers any experienced man in motor driving can do the job as Government have not imposed any examination or production of any certificate as in the case of the steam road roller drivers.

3. The Steam road roller drivers can easily handle a tractor as the working of a tractor is not so difficult while a tractor drivers cannot work a steam road roller.

4. In view of the above, I recommend that the pays scale of steam road roller drivers or drivers

working on diesel or kerosene or petrol road rollers should be revised to the same level as that of tractor drivers in the Agricultural Department viz. Rs. 100-5-125-6-155 as the status of steam road roller drivers or drivers - working on diesel or Kerosene or petrol road rollers is superior to that of tractor drivers. This will be equitable and justified.

5. The additional extra cost that will be involved due to introduction of this pay scale in this Circle will be approximately say Rs. 5,000/- per year.

Superintending Engineer,
Bombay Circle.

DK. 16/3/49.
(2).

528/48
18862

E.B.(II).

For disposal pt. see Sr. No. 20223.

28/3/49

5

No. G. 105/2745 of 1949.

Office of the Superintending Engineer, N.G.C.,

Public Works Department,

Ahmedabad, 16th March, 49.

To

The Secretary to Government,

Public Works Department,

BOMBAY.

Subject:- PAY SCALE OF STEAM ROAD ROLLER DRIVERS.

Reference:-Government, Public Works Department Letter No. G. 37/42/5980-B(II), dated 11.2.49.

2. As far as the duties and responsibilities of a steam road roller driver are concerned they are in no-- way inferior to those of a tractor driver. Moreover, according to the law in existence, only those persons, who are in possession of a Boiler Act Examination --- Certificate of Government can be appointed as steam road roller drivers. It is therefore, necessary that the salary scale of steam road roller drivers be revised.

3. Recently it has been experienced that steam road roller drivers are not easily available because the p resent pay scales do not attract them. The position will become still worse if the pay scales of the road roller drivers are not revised simultaneously with those of the tractor drivers.

4. Ahmedabad Division is without a steam road roller driver and in Kaira none came forward to accep t the post even though it was advertised.

5. In the circumstances it is very necessary that the pay scales of Steam Road Roller drivers are also revised. In case the Steam Road Roller drivers can not be allowed any

scale better than that of the tractor drivers it is proposed that they may be allowed at least the same scale of pay viz., Rs. 100-5-125-6-155 which is sanctioned in case of tractor drivers.

6. If the scale is approved the annual extra cost would work out as under:-

Present scale & Average cost.	Proposed Scale & Average cost.	Extra cost.
Rs. 60-4-100	100-5-125-6-155.	
Average Cost. Rs.89.15	140.08	Rs. 50.93 P.M.

N.C Bulsara

Superintending Engineer,
North Gujarat Circle.

J/18.3.
Compared by:-

THE GOVERNMENT PEONS' & INFERIOR
SERVANTS' UNION.
(FOUNDED 1926)

No. 93/49 of 19
360, Thakurdwar,
Girgaon Road,
Bombay 20th March 1949.

The Dy. Secretary to the Govt. of Bombay,,
Public Works Department, Bombay.

Sir,

Grievances of Inferior Public
Works Department employees, Poona.

- - - -

With reference to your replies dated 20th January 1949, and No. G. 37/42/5980-B.II of 27th Jany. 1949, I regret no further action has been taken by you though a very long time has passed. The P.W.D. staff are the worst treated and therefore they need immediate attention. Will you kindly settle the grievances early.

Your obedient servant,
S.H.Jhabvala

President.

No. D-209 of 1949,
P.W.D Eastern Circle Office,
Sholapur: 7th April 1949.

To

The Secretary to Government,
Public Works Department, BOMBAY.

Subject: Pay scale of steam Road Roller Drivers.

Reference: G.L.P.W.D. No. 538/48.E(II) dated 21-3-1949 addressed to the President, The Government Peons and Inferior Servant's Union Bombay and copy endorsed to this office.

The report called for will be submitted to Government as soon as necessary information from one of the Executive Engineers in this circle is received. He is being expedited again in the matter.

Superintending Engineer,
Eastern Circle.

AUS.6.4.

Letter.

From

The Superintending Engineer,
Southern Circle.

To

The Secretary to Government,
Public Works Department,
Bombay.

No. C-51. Public Works Department,
Belgaum, 16th April 1949.

Subject:- Pay scale of S.R.Drivers.

Reference:- C.L. (P.W.D.) No.538/48-S(II), dated the 31st March 1949.

The reports called for from the Executive Engineers, Dharwar and Kanara (Karwar) Divisions are still awaited. Immediately on receipt of their replies the consolidated report for the Southern Circle will be submitted to Government. The officers concerned are being expedited in the matter.

VDE.

Superintending Engineer, S.C.

No.G.R.69. Office of the Superintending Engineer,
Karnatak Irrigation Circle,
Dharwar, 26th April 1949.

To

The Secretary to Government,
Public Works Department, Bombay.

Subject:- Pay-scale of Steam Road Roller Drivers.

Reference: Government letter, P.W.D., No. S-37/42/5980-E(II), dated the 11th February 1949.

2. Steam Road Roller Drivers have to pass Boilers Attendant Certificate Examination and possess mechanical knowledge practically of the same order as that of tractor drivers. It is however difficult to compare the work of a Steam Engine Driver with that of a Tractor Driver, as each has some easier side and some more difficult side. Personally I consider the work of a Tractor Driver as more arduous as he cannot possibly leave it to an assistant.

3. I would, however, suggest that a Steam Road Roller Driver be given the same scale as that of a Tractor Driver, if the former undergoes training in tractor driving and is willing to go out as a tractor driver, whenever required but not otherwise.

4. The following is the excess cost involved if the above proposal is adopted.

No.	Type of employment.	Pay-scale as revised by Govt.	Proposed scale.	Starting salary.	Extra cost involved.
1	Tractor Driver	100-5-125-6-155	Same	Rs. 100	Nil.
2	Steam Road Roller Driver	60-4-100	100-5-125-6-155	Rs. 100	Rs. 557 Per year on average.

The extra cost would be involved in the Chatoprabbe Left Bank Canal Dn. only in this Circle, as the Irrigation Projects Dn. (South), has no steam road roller driver.

Superintending Engineer,
Karnatak Irrigation Circle.

S.E., S.C.C.
S.E., S.C.
S.E., C.C.
S.E., D.I.S.
S.E., E.C.

E.E.(II).

The information called for in the P.W.D. C.L. dated the 11-2-49 is still awaited from the marginally noted Officers. They have been expedited on the 4-4-49 and will again be expedited on the 10-5-49, if necy.

Await.

Mark refcon, in the C.H. & resubmit.

Letter.

From

The Superintending Engineer,
Southern Circle, Belgaum.

To

The Secretary to Government,
Public Works Department,
BOMBAY.

No. G.R.69. Public Works Department,
Belgaum: 6th May 1949.

Subject: Pay scales of Steam Road Roller Drivers.

Reference: G.L. (P.W.D.) No. S-37/42/5980-E(II), dated 11th February 1949.

On a comparison of the nature of work required to be done by tractor drivers, truck drivers, Diesel Road Roller Drivers and Steam Road Roller Drivers, the work of the Steam Road Roller Drivers is the hardest, onerous and involves greatest strain. The work of driving a Steam Road Roller requires careful wheight handling, steering, steaming manipulations and involves both physical and mental exertions which are not so very necessary in the case of truck or tractor driving.

2. The Steam Road Roller Driver is required to possess at least a II class Boiler Attendent's certificate issued by the Labour Department, after passing through the boiler test. This test is more difficult than that of the truck, tractor or diesel road roller driving. Moreover, a driving license for tractors and Diesel Road Rollers is not insisted upon.

3. For qualifying for the boiler attendent's certificate the Steam Road Roller Drivers must be able to read and write in his mother tongue,

ountings indications, accencle-
e an illiterate man can become
: diesel road roller driver.
:d Roller Drive with his
and more manual and mental
ly work is feeling disappointed
ay in the scale of Rs. 60-4-100
tioned for the truck driver,
e tractor driver without much
l stre in gets pay in the higher
125-6-155.

evident from the above that the
oad Roller Drivers requires
pay scale of Rs. 110-3-160
mable and is therefore,
tra cost involved by this
ported separately.

Superintending Engineer, S.C.

Letter.

No. 103/8326-E

Deccan Irrigation Circle,

Poona 1: 20th May 1949.

To

The Secretary to the Govt. of Bombay,

Public Works Deptt., Bombay.

Subject:- Pay scale of steam road roller drivers.

Reference:- Government Letter No. S.37/42/5980-B(II) of 11-2-49.

A Tractor Driver requires the knowledge of motor driving whereas the steam road roller driver has to undergo training in boiler work and obtain a certificate of Boiler attendence. The work of the fireman is comparatively easier than the latter which is strenuous and involves risk and injuries to life. Qualifications required by both are practically of the same level.

2. Due to the present meagre scale 60-4-100 it is very difficult to secure qualified steam road roller drivers and as a result the rollers are required to be kept idle for want of drivers.

3. In order, therefore, to attract qualified people it is desirable that the pay scale should not be less than the revised pay scale of tractor drivers and I recommend that it should be the same i.e. 100-5-125-6-155.

4. Extra cost will be intimated in due course.

Superintending Engineer, D.I.C.

ple. 18.

recognise boiler mountings indications, nomenclatures etc., whereas an illiterate man can become a truck, tractor or diesel road roller driver.

4. The Steam Road Roller Drive with his certified knowledge and more manual and mental exertion in his daily work is feeling disappointed with his present pay in the scale of Rs. 60-4-100 which is also sanctioned for the truck driver, while an illiterate tractor driver without such mental and physical strain gets pay in the higher scale of Rs. 100-5-125-6-155.

5. It will be evident from the above that the pay scale of Steam Road Roller Drivers requires to be improved. A pay scale of Rs. 110-5-160 is considered reasonable and is therefore, recommended. The extra cost involved by the proposal will be reported separately.

Superintending Engineer, S.D.

CDP.

15

Letter. No. 3641 of 1949.

E.P.D. Eastern Circle Office,
Sholapur: 1st June 1949.

To

The Secretary to Government,
Public Works Department, Bombay.

Subject:- Pay scale of Steam Road Roller Drivers.

Reference:- Government letter, Public Works Department No. S.37/42/5960-B(II), dated 11.2.1949.

2. The Steam Road Roller Driver has to undergo a training for 3 years before he can appear and pass the examination of Boiler Attendance held by Government to obtain the Boiler Attendance certificate without which he cannot be appointed as a Driver, while a Tractor Driver like a motor car driver has to obtain a license for driving a tractor ~~by~~ after short training. He is not necessarily required to possess a certificate of proficiency in the knowledge of the mechanism of the tractor. The qualifications and the duties performed by the Steam Road Roller Driver are in no way inferior to those of a Tractor Driver. In fact being an attendance on a Steam boiler he has to discharge a more responsible duty.

3. In view of this and in view of the fact that an ordinary private motor car driver who knows only driving, doing light duties is getting Rs. 80/- to Rs. 100/- p.m. Road Roller Drivers should get the pay scale of Rs. 100-5-125-6-155 as allowed to Tractor Drivers.

4. There are only two Steam Road Roller Drivers

borne on the regular temporary establishment in this Circle and the rest are all on the work-charged establishment. If the proposed scale is approved by Government, the extra cost involved would be Rs. 1224/- per annum. In the case of work-charged drivers of Steam Road Rollers the extra cost would be Rs. 17,136/-, per annum for 28 Steam Road Roller Drivers working in this Circle.

Superintending Engineer,
Eastern Circle. 31/5

No. C 51-5303 of 1949.
Public Works Department,
Poona, 1, 22nd July 1949.

To

The Secretary to Government,
Public Works Department, Bombay.

Subject:- Pay scale of Steam Road Roller Drivers.

Reference:-Government letter Nos. S.37/42/5 980 B(II) dated 11th February 1949,
536/48-B(II) dated 31st March 1949 and subsequent expeditors.

A tractor driver knows the use of the diesel Engine and has to know the art of driving.

2. A steam road roller driver has to undergo training in boiler work and routine boiler attendence.

3. The work of the steam road roller driver or any type of roller driver is in my opinion not easier than that of a tractor driver.

4. It is found at times difficult to get roller drivers on their present sanctioned pay scales.

5. I am of opinion that pay scale for steam roller drivers including any other type of roller drivers may be 100-5-125-6-155.

6. As regards the amount of extra cost involved on this account I have to state that Government having authorised the Superintending Engineers to engage roller drivers up to a maximum limit of Rs. 100/- P.M. vide Government letter No. 67 17/36-B(II) dated 15th September 1947 and 1st June 1948, the roller drivers are actually getting higher starting pay from Rs. 60/-

to Rs. 100/- P.M. in the scale of Rs. 60-4-100 prescribed as per Govt. Resolutinn., P.W.D. No. 6919/36 dated 11th December 1948. If therefore the proposed scale of 100-5-125-6-155 is made applicable to all road roller drivers as recommended, the extra cost will be of the order of Rs. 7500/- per annum for the Central Circle and this cost is as usual debitable to cost to works.

Sd

Superintending Engineer,
Central Circle.

D.P.GH.

No. 4142 of '49.

Office of the Suptng: Engrs.G.C.

P.W.D.Surat, 25-7-1949.

To,

The Secretary to Government,

Public Works Department,

Bombay.

Subject:- Pay Scale of Steam Road Roller Drivers.

Reference:- Govt. Letter, P.W.D.No. 539/46-C(II), dated 15-6-1949.

. . . . .

The superiority of the Steam Road Roller Driver over the Tracto Driver is justifiable in so far as the nature of work and the qualification are concerned. The minimum qualification required for a Steam Road Roller Driver, is of IInd Class Boiler Certificate, comparatively which is higher than that of an ordinary one granted to a Tractor Driver, who has less responsibility than the former who has to handle up a machine driven by Steam power, which sometimes create accidents resulting from bursting of a boiler and to avoid such accidents, he has to remain more careful and active in performance of his duties. The duties of tractor driver may be strenuous but not of such responsibility as in the case of Steam Road Roller Driver.

2. More important is the fact that Steam Road Roller Driver gets employment during the resurfacing season only unlike tractor driver who can get employment all the year round.

3. In view of the above facts the Steam Road Roller Driver should get more than what the Tractor Driver gets, and accordingly the pay scale of the S.R.R.Driver should be further revised. I, suggest,

the pay scale of Steam Road Roller Driver as under:-

Rs.115-5-130-6-160 .

4. There is no permanent or temporary Steam Road Roller Driver in this Circle, and the question of extra cost does not arise. A Steam Road Roller Driver, when employed on work charged to establishment, he is charged to works concerned only.

sd

Superintending Engineer, S.G.C.

23-7-49

Em/23/7.

21

538/48
59307

Letter.

No. 538/48-B(II). P. W. D.,

B.C., 15th September 19 49.

To

The S.Es. of Circles.

Subject:- Pay-scale of Steam Road Roller Drivers.

Reference: G.L.No. S. 37/42/5980-E(II), dated the 11-2-49 and your replies thereto.

2. A pay-scale of Rs. 60-4-100, i.e. equal to pay-scale of lorry drivers, has been fixed for the Steam Road Roller Drivers in this Deptt. You are requested to state how far the duties of road roller drivers are more onerous than those of lorry drivers and whether the grant of a higher scale of pay to the former will not cause repercussions on the posts of lorry drivers. You are also requested to state the duties of lorry drivers.

By order, etc.

D.A.-Nil.

VDD.

3/9/49.

Koyna Irrigation Circle.

No. 466 of 1949.

Poona, 1: 24th September 1949.

To:- The Secretary to the Government of Bombay,

Public Works Department, Bombay.

Subject:-Pay scale of Steam Road Roller Drivers.

Reference:- Government P.W.D. Letter No.530/46-B(II) dated 15-9-1949.

This is purely a project Circle and hence no report need be expected from this circle on this subject.

Superintending Engineer,
Koyna Irrigation Circle.

No. 1263 15Bombay Road, Poona 3.

Dated 26th September 49.

To,

The Deputy Secretary to the Government of Bombay,
Public Works Department, Bombay.

Subject: Pay scale of steam Road Roller Drivers.

Reference: Govt. letter No. 538/48-E(II) dated 15.9.49.

2. There are neither steam road rollers nor lorries in charge of this office. The question of submitting the information called for in the above Government letter does not arise in the case of this office.

D.A Nil.

26/9

Superintending Engineer,
Village Water Supply &
Village Schools.

snk. 25/9.

L E T T E R:

From

The Superintending Engineer,
Southern Circle, Belgaum.

To

The Secretary to Government,
Public Works Department, Bombay.

Np.G-51 Public Works Department,
Belgaum, 28th September, 1949.

Subject: Pay scale of Steam Road Roller Drivers.

Reference: Government No. 538/48-E(II) of 15th September, 1 949.

The Steam Road Roller driver is required to possess at least a II class boiler attendants certificate issued by the Labour Department after passing through the boiler test. This test is more difficult than that of truck drivers.

2. The Steam Road Roller driver must be able to read and write, recognise boiler mountings indications, nomenclatures etc., whereas an illiterate man can become a truck driver.

3. The work of the Steam Road Roller driver is more onerous than that of truck drivers, as the Steam Road Roller drivers have to remain in out of the way places for days together during the course of their duties.

4. The lorry drivers are required to drive the lorries with or without load as the case may be from one place to the other and as demanded by the works and to carry out minor repairs to the lorry during journey etc. They will, however, have to possess driving licenses.

5. Lorry drivers in the Agricultural

Department have been granted a time scale pay of Rs.55-3-55 and the scale of pay sanctioned for tractor drivers is Rs.100-5-125-6-155. When the duties of Steam Road Roller drivers are more onerous than those of even the Tractor drivers, as explained in this office No. G.B.69 of 6-5-1949, it seems reasonable that at least the scale of Rs. 100-5-125-6-155(i.e. same as that of Tractor Drivers) should be granted to Steam Road Roller drivers and there should be no reason for the lorry drivers to complain.

6. The extra cost involved by the revision of pay scales of Steam Road Roller drivers will be reported separately.

sd 27/9

Superintending Engineer,S.C.

CRC.

Letter.

No. G.R. 31-K/7958 of 1949
Public Works Department,
Poona, 1, 4th November 1949.

To

The Secretary to Government,
Public Works Department,
Bombay.

Subject:- Pay-scale of Steam Road Roller Drivers.

Reference:- Government Letter No. 538/4 8-E(II) dated 15th September, 1949.

A pay scale of Rs. 100-5-125-6-155, recommended for Steam Road Roller Drivers, vide para 5 of this Office No. G. 51/5303, dated 22nd July 1949, may also please be made applicable to lorry drivers in view of the following remarks:-

(a) Steam road roller drivers:-

A Steam road roller driver has to undergo training in boiler work and he has also to secure Boiler Attendants' certificate. The services of these drivers are not required throughout a year. They are employed as and when required during a working season only. It is found at times difficult to get roller drivers on a low rate of salary. Hence a pay scale of Rs. 100-5-125-155 is proposed to attract them.

(b) Lorry Drivers:-

A lorry driver has first to undergo training and then to secure a license of driving. He is required to know the mechanism of the vehicle. He gets employment longer in a year.

2. The duties of a roller driver are harder than those of a lorry driver and I think that slightly lower pay scale for lorry drivers than Rs. 100-5-125-6-155 recommended by me for Road roller drivers will be suitable.

SNN.

Superintending Engineer,
Central Circle.

2/

Letter.

No. C. 95/8/2 of 1949.

P.W.D. Eastern Circle Office

Kolhapur, 18th Nov. 1949.

To

The Secretary to Government,

Public Works Department, Bombay.

Subject:- Pay scale of steam Road Roller Drivers.

Reference: Government, P.W.D. Expeditor No. 538/4 S-3(II), dated 12.11.1949.

2. A report in the matter called for is awaited from the Executive Engineers Satara, Miraj, Bijapur and Kolhapur Divisions who are being expedited for the early submission. On it receipt the Government reference will be disposed of.

Superintending Engineer

Eastern Circle.

ARE. 16.11./2

No. G.R.69 of 1949.

OFFICE OF THE SUPERINTENDING ENGINEER,
Karnatak Irrigation Circle:
Dharwar, dated 20th November 1949.

From

SUPERINTENDING ENGINEER,
Karnatak Irrign. Circle;

To

The Secretary to Government,
Public Works Department,
Bombay.

Subject:- Pay scales of Steam Road Roller Drivers.

Reference:, Government Letter, Public Works Department, No. 538/48-E(II) dated 15th Sept. 1949 and subsequent reminder dated 13th November 1949.

2. The duties of Steam Road Roller Drivers in comparison with those of lorry drivers are as under:-

i) The steam road roller driver has to undergo a test of II class boiler attendant's Examination which is definitely more difficult than that of a lorry driver's license test.

ii) Physically steam road roller driving is more strenuous than lorry driving.

iii) To be a steam rod roller drive , one should know how to read and write and simple arithmetic so as to acquaint himself with boiler engineering nomenclature

iv) Steam road roller driver is expected to be with steam road roller on works which are - scattered throughout the Division. He has to leave Head Quarter and stay outside every now and then and out-of-the -way places at times.

v) Though the steam road roller drivers and lorry drivers are to run the roller, truck or lorry in their charge and maintain them in proper condition by attending to repairs whenever required, the - lorry driver is usually free from the botheration of carrying out heavy or major repairs which are attended to, by others in repair shops, whereas steam road roller drivers have to attend to maintenance and all ~~xxxxxxxxxxxx~~ kinds of repairs to rollers mostly all by themselves.

3. Thus it will be seen that the duties of the steam road roller drivers are more arduous and responsible than those of lorry drivers. I am, therefore, of opinion that a higher scale of pay to steam road roller drivers is fully justified and is not likely to cause adverse representations on the part of lorry drivers.

Superintending Engineer,
Karnatak Irrigation Circle.

D. A.:-Nil.

No. G-105/10911 of 1949

Office of the S.E.N.G.Circle,

Ahmedabad, dated 22nd Nov.49.

To,

The Secretary to Government

Public Works Department,

B O M B A Y.

SUBJECT: PAY SCALE OF STEAM ROAD ROLLER DRIVERS.

1/- Reference Government letter No.538/48-E II dated 12.11.49.

2/- The pay scale of the Steam Road Roller Driver should be better than that of the Motor Driver for the following reasons.

(i) Motor Lorry drivers are easily available whereas it is not so in case of Steam Road Roller drivers. Only those persons possessing a certificate under the Boiler Act can be appointed as Steam RoadRoller drivers and as such there is a dearth of such qualified persons.

(ii) The present pay scale is not attractive. This could be seen from the non response to the advertisement inviting applications for the post of S.R.R. drivers in Ahmedabad Division and Kaira & Panch mahals Division.

(iii) The duties of the S.R.R. driver are harder than those of motor lorry driver. The S.R.R. driver while on duty is never at one place. He is engaged on road work and has to shift from place to place when the work is in progress, he has to remain in out-of-the-way places for days together with no facilities of mess, housing and transport. He therefore deserves to be compensated adequately for the hardships he undergoes.

3/- It has already been proposed to revise the pay-

-scale of the S.E.E.driver in para 5 of this office No. C. 103/2745 dated 18.3.49. It is therefore requested that Government may kindly be moved to sanction the scale of Rs. 100-5-125-6-159. If the Scale is revised there is likely to be no repercussions on the posts of lorry drivers.

4/- Motor lorry drivers have to convey Government materials from one place to another.

SUPERINTENDING ENGINEER
NORTH GUJARAT CIRCLE.

C.3.9. 20.11.49.

90 21.11

No. G-105/13849

Public Works Department,

Bombay, 24th November 1949.

To

The Secretary to Government,

Public Works Department, BOMBAY.

Subject:- Pay scales of Steam Road Roller Drivers.

Reference:- Government, Public Works Department letter No. 538/48-E(II), dated 15th September 1949.

2. The duties of the steam road roller drivers are more onerous than those of the lorry drivers as detailed below:-

(a) A steam roller driver must hold a II Class Boiler Attendants certificate, without which he cannot drive a steam roller. He is generally imployed for short periods, especially during nonsoons, and has no stability of employment like a motor lorry driver who is employed continously throughout the year. A roller driver has to camp and work in jungles where food and water are often scarce and he is to be away from his family whereas the lorry driver, after working during day time returns to headquarters or a more convenient place of halt in the evening. The roller driver has to work in the heat of boilers and furnaxes (When he has to work on steam rollers)., and handle coal in the deafening noise of the roller. It is therefore obvious that the duties of roller drivers are more onerous than those of the lorry drivers.

(b) As regards the duties of lorry driver he has also to obtain a license before he is fit to drive a lorry. He has to drive a motor lorry used for the conveyance of materials under instructions of the Public Works Department Staff. He has also to

keep the lorry in good condition and to attend to minor repairs.

(e) The grant of higher scale of pay to steam road roller driver should not cause any repercussions on the posts of the lorry drivers as there is a vast difference between their duties.

Superintending Engineer,
Bombay Circle.

Afs: Bak.
23/11/49.

Letter .

No. 103 A/7225 Deccan Irrigation Circle,
Poona 1, 28th November 1949.

To

The Secretary to the Govt. of Bombay,
Public Works Department, Bombay-1.

Subject: Pay scale of Steam Road Roller Drivers.

Reference: Government letter No. 538/48-E(II), dated the 15.9.49.

The duties of Steam Road Roller drivers are definitely of superior nature than those of Lorry drivers. A steam roller driver has to pass the boilers examination which is a technical qualification and for which he is required to undergo training for a year or so before obtaining requisite certificate. Such is not the case with lorry drivers who are simply required to obtain driving license from the Regional Transportation Officer concerned. With the technical expeience and knowledge the Steam Road Roller driver can carry out petty repairs to the Boiler and Roller.

2. The duties of the Roller drivers are of onerous nature in as much as they have to work in Sun and Rain. Besides they have to work several times in the heart of jungles or away from habitation and require to spend nights by roadside. The personal inconvenience undergone by a Steam Road Roller driver are more than that of a lorry driver. The above facts fully justify a case for grant of higher scales of pay in respect of Steam Road Roller driver.

3. The lorry drivers should certainly not have any grievances if the pay of the Roller driver is further revised in view of qualification, training and the personal hardships he has to undergo.

Superintending Engineer, D.I.C.

35

No. 492 of 1950.

Office of the Superintending Engineer,
South Gujarat Circle, Surat, 18-1-1950.

To

The Secretary to Government,
Public Works Department,
Bombay.

Subject: Pay scale of steam Road Roller Driver.

Reference: Government Letter (P.W.D.) No. 558/40-B(II) dated the 15th September 1949 and reminder dated the 12-11-1949 and 9-1-1950.

2. The superiority of the Steam Road Roller Driver, over the lorry driver, is obvious so far as qualification, and experience are concerned, as the former has to pass the IInd Class Boiler Attendants certificate Examination while the latter has to undergo practical training in motor driving.

3. The duties of a Steam Road Roller Driver are primarily the driving of the Roller, looking to the roller, periodical cleaning etc. and keeping the boiler ready for annual test by the Inspector of Steam Boilers. His duties involve rolling and consolidation of the metalled or asphalted width with a proper compaction of the road surface, whereas those of the lorry driver are merely driving the lorry for transport and looking after its proper maintenance.

4. As for his duties the Steam Road Roller Driver must necessarily be more alert, vigilent and cautious for, a sligh negligence on his part may result in serious consequencies in the bursting of the engine boiler etc. Such risk is not involved in the duties of a lorry driver.

5. Further, the Steam Road Roller Driver has to perf orm his duties in out of the way places, whereas a lorry driver gets better amenities.

6. In the circumstances explained above, increased pay in the case of Steam Road Roller drivers should not cause repercussions on posts of lorry drivers.

sd. 16/1/57

Superintending Engineer, S.G.C.

538/48/54?0.

P. W. D.

SD(II).

Submitted (together w/ tD Sr. No. 3999) for information.

2. In his letter No. C/105/202, dt. 14-1-50 the S.E., C.I.C. requests orders of Govt. on the payscale for Steam Road Roller Drivers. The S.E. may be informed as per draft put up.

3. The S.E./ S.C.C. has furnished his report with reference to C.L. at P. 39 ante. Report from the C.W., B.T. only may be awaited.

Letter.

No G. 95/485 of 1950.
P.W.D Eastern Circle Office,
Kolhapur: 19th January 1950.

To

The Secretary to Government,
Public Works Department, Bombay.

Subject:- Pay Scale of Steam Road Roller Drivers.

Reference: Government P.W.D.Letter No. 538/48--E(II) dated 15-9-1949 and subsequent reminders dated 12-11-1949 and 9-1-1950.

2. The duties of the Road Roller Driverss in general are as under:-

i) They have to handle very heavy machines, read, write and recognize the boiler mountings, indications, nomenclatures etc. and carry out necessary repairs thereto.

ii) They have to operate on the rough or picked up roads and to consolidate the road surface , which requires some peculiar experience and manual labour.

iii) They have to stay with the Rollers according to the progress of work, away from locality for a number of days.

iv) The Road Roller Drivers have to pass the Boiler Attendants Certificate Examination held by the Government after undergoing practical training for about 3 years.

3. The duties of the lorry Drivers are generally as under:-

i) They have to look to the upkeep of the lorries only, involving no major repairs.

ii) They drive the trucks or lorries from one place to the other on roads and return to Headquarters or to the store yard where the lorry is kept,

after the day's work and give information about the work done and mileage travelled to the party maintaining the log account.

iii) They have to undergo training for a short period and the examination is not so difficult as that for Boiler Attendants Certificate.

4. From a comparison of the duties of the above two posts it is clear that the duties performed by the Road Roller Drivers are more onerous than those of lorry drivers.

5. It is, therefore, considered that the scale of for Road Roller Drivers should be higher than that for lorry Drivers and I see no reason for any repercussions on the lorry Drivers by raising the pay scales of Road Roller Drivers.

Superintending Engineer,
Eastern Circle.

9d/18.1

Letter.

From

The Superintending Engineer,

Southern Circle.

To

The Secretary to Government,

Public Works Department,

BOMBAY. 1.

No. G-51. Public Works Department,

Belgaum: 8th February 1950.

Subject: Pay scales of Steam Road Roller Drivers.

Reference: Para 6 of this office letter No. G-51 of 28-9-1949.

There are in all 26 Steam Road Roller Drivers (9 permanent and 17 workcharged) in this circle excluding Ratnagiri Division and including Bijapur Division and if the proposed scale of Rs. 100-5-125-6-155 is approved the extra cost involved will be Rs. 11,904 for the first year as shown below:-

	Nos		Proposed pay		Months		Total
Total drivers	26	X	100	X	12	=	31,200
				Total Proposed expenditure			31,200
			Present pay				
Permanent drivers	8	X	60	X	12	=	5,760
	1	X	68	X	12	=	816
W.C. drivers	13	X	60	X	12	=	9,360
	4	X	70	X	12	=	3,360
				Total present expenditure		...	19,296/-
				Net extra cost per year		...Rs.	11,904/-

Superintending Engineer, S.C.

Letter.

Deccan Irrigation Circle,

Poona 1, 13th March 1950.
Camp via

No. D/19 of 1950.

To

The Secretary to the Govt. of Bombay,

Public Works Department, Bombay 1.

Subject: Pay-scales of Steam Road Roller Drivers.

Reference: Government Letter, Public Works Department No. 550/40-B(II), dated the 15th September 1949 and this office letter No. 103/A/7225, dated the 28th November 1949.

2. It is requested that Government may kindly be moved to issue orders regarding the revision of pay-scales of Steam Road Roller Drivers at an early date.

Superintending Engineer, D.I.C.

avm 13.3.

Copy forwarded to the Executive Engineer, Ahmednagar Division, Ahmednagar with reference to his No. A/1779 dated the 16th February 1950.

Letter.

No.538/48-E(II).

Public Works Department,
Bombay Castle (Bombay No.1),
24th March 1950.

To

The Superintending Engineers of Circles.

Subject:- Pay scale of Steam Road Roller Drivers.

. . . .

Reference: Government Letter No. S.37/42/5980-E(II), dated the 11th February 1949.

2. Government is pleased to revise the payscale for Steam Road Roller Drivers from Rs. 60-4-100 to Rs. 70-5-100.

By order of the Governor of Bombay,

Deputy Secretary to the Government of Bombay,
Public Works Department.

D.A.-Nil.

Copy to-
the Finance Department,
the Accountant General, Bombay (through the Finance Department),
the Chief Engineer, Public Works Department,
the Electrical Commissioner with the Government of Bombay,
the Public Health Engineer to Government,
the Exexutive Engineers of Divisions,
for information.

BAK
24/3/50.

930/48/20463.

Letter.

No. 930/46-S(II) P. W. D.

D.O.(D'bay No.1),

13th April '50.

To

The S.E., S.C.

Sub: Pay scale of Steam Road Roller Drivers.

Ref: Your letter No. C.51/1, dt. 8.4 .50.

2. Whenever the date of effect of particular orders is not specifically mentioned, the date of effect should be assumed as the date of issue of orders.

By order etc.

Asstt. Secy. to the Govt. of Bombay

Public Works Department.

DA.-Nil.

538/48/34870.

Letter.

No. 538/48-D(II). P.W.D.

B.C. (B'bay No. 1),
29th May '50.

To

The S.E., B.C.

Sub: Tryscale for Steam-road-roller drivers.

Ref: Your letter No. G.105/4696, dt. 1.5.50.

2. The presumption made by you in your letter under reference is confirmed.

By order etc.,

Dy. Secy. to the Govt of B'bay
Public Works Department.

DA:-Nil.